



Minnesota Transportation Museum

MINNEGAZETTE

July/August 1987



Official Publication of the
**MINNESOTA
TRANSPORTATION MUSEUM, INC.**

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CIRCULATION

The *MinneGazette* is published bi-monthly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation, organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St Paul, and the Stillwater & St Paul Railroad in Stillwater, Minnesota.

MUSEUM OFFICERS

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About The Cover

"Swift of foot was Hiawatha," wrote Henry Wadsworth Longfellow of the legendary Indian who could outrun his own arrows. The Chicago, Milwaukee, St Paul & Pacific Railroad, a Class I road reaching all the points in its name, shows off its third generation of company-built "Hiawatha" streamliners at Minnehaha Depot in Minneapolis. The date is September 28, 1938. Yup, she's a big engine, a brand-new F-7 Class Hudson from Alco, built to outrun the wind on driving wheels seven feet tall. Let's take 'er to Winona next time, eh, Hilda? Minneapolis Public Library Collection.

but these quickly degenerated into squabbling over what should be done, who should do it and when. As a result, the Twin Cities passed up the chance to draw federal funds for 80 percent of new rail system costs, an opportunity subsequently nailed shut by federal deficits and much tighter grant regulations.

In the 1980's, the Twin Cities missed another chance to draw on a broad taxing base for a regional rail system, this time from the State's motor vehicle excise fund. Squabbling erupted again, this time over which line or lines should be built first. State budget problems soon forced the Legislature to balance the State's books with motor vehicle excise monies, and again, transit went begging.

This year, Hennepin County proposed its own LRT initiative to the Legislature whereby the County would design, finance and build its own system entirely on its own hook. The Legislature squirmed, but in the end could find not good reason to turn the County down.

Thus in mid-June, like aspiring hang glider pilots on a hilltop, County Commissioners are sniffing the wind and weighing the lonely decision whether to leap into it. That will take singular political courage, a precious asset that grows from public support, something they manifested in building the Minneapolis waste incinerator.

In choosing whether to support the County initiative, this community needs to think about what we already have paid for the lost opportunities of state and federal transit funding. We need to ask ourselves what other opportunity for better transit might magically appear on the horizon if we squander this one offered by Hennepin County. It is clear that (1) shrinking the tax base only makes public improvements harder to accomplish while not eliminating the need for them; (2) the longer we delay improvements, the costlier they become; and (3) public officials who can make effective, timely decision are pearls of great value who cannot function in a vacuum.

Editorials

An LRT Solo

Hennepin County's railroad authority finally has a green light from the State Legislature to begin work on its long-sought Southwest light rail transit corridor. Governor Rudy Perpich signed the bill on June 10 beside another local initiative in mass transit, MTM's own Car 1300. Tom Lowry would have been proud.

For the first time in 20 frustrating years, a single organization has both the decision and financing authority to build an honest to goodness rail system in this metropolitan area. How to exercise those hard-won powers is the difficult choice facing Hennepin County commissioners. The chain of events leading to this watershed is worth a comment.

In the 1970's, Congress and the US Department of Transportation were urging cities to accept generous federal grants for new urban rail systems. Immense undertakings were funded in this way, among them multi-billion dollar Metros in Baltimore, Washington, Atlanta and Miami. The Twin Cities conducted the studies needed to qualify for the program,

Calendar Of Events

Please note the date and locations of Museum membership meetings for 1987 listed below. The *MinneGazette* may not always arrive in time to notify members in advance of particular meetings. Please also watch this column throughout the year or excursions and other events as they are scheduled.

July 28: Membership meeting, 7:30 p.m., Jackson Street Roundhouse, 193 E Pennsylvania Avenue, St Paul. Bring a lawn chair.

Sept 22: Member meeting, 7:30 p.m., Air National Guard Auditorium, Fort Snelling.

November 24: Annual Membership Meeting & Election of 1988 Museum Officers, 7:30 p.m., Northwestern National Life Building, Washington & Marquette Avenues, Downtown Minneapolis.

A Train To Stillwater

No one ever said it would be easy, but John Stein and his group of hardys have established regular passenger service at Stillwater. Nothing fancy, of course, just a diesel and a spam can coach, but a train nonetheless that runs every weekend in everything short of high water. It's a modest train but not a modest accomplishment.

It's easy to tick off all the things we don't have for making Stillwater everything we want it to be. All of it adds up to money and people power, commodities that come as time passes and after the attraction is there to entice them. It happened with our streetcars and our excursion train. It will happen at Stillwater, too, if MTM has the desire and staying power to make it happen.

Jackson Street

I have accepted the Museum's offer to be a consultant to the Jackson Street Roundhouse project. Being the first paid employee in our 25-year history feels something like a beached whale, but it is hard to imagine a job I enjoy more. For the present, I will continue as volunteer MinneGAZETTE Editor in collaboration with Aaron Isaacs, Ray Kilby, and with this issue, Hudson Leighton.

Preliminary plans for Jackson Street are discussed in this issue. The project calls for hard thought about the possibilities, since the limitations are already apparent. The first year goal is to build a permanent public exhibit around older pieces of rolling stock and our extensive artifact collection. The rolling stock will provide meeting and exhibit space and also serve as displays in their own right. Restoration work on the pieces, carried out by MTM volunteers, will be part of the exhibit, and workshop space will be available for the heavier jobs.

So Jackson Street is MTM's chance to exercise our imagination and to build bridges to the metropolitan community. This Spring's highly successful fund-raising drive will permit us to contract for the heavy construction and remodeling. However, creating the exhibits will be the jobs of volunteer members. It takes more than one employee to make a railroad museum. I hope each reader will set aside some time this year and next to help launch our great endeavor.

Bill Graham
Editor

Letters

More On S&StP

I read with interest the article in the last issue about the **Stillwater & St Paul Railroad Company**. You might be interested in some further details.

The company was organized in 1866 by local businessmen in Stillwater, and incorporated in January, 1867. They obtained part of the **St Paul & Pacific** federal charter and land grant that provided for a line from Stillwater to St Paul. In 1869, the organizers of the S&StP reached an agreement with the **Lake Superior & Mississippi** to lease the S&StP to the LS&M in return for construction funding. The line actually was built during September - December, 1870, with regular service inaugurated on December 28 of that year. As noted, the LS&M operated the line at first.

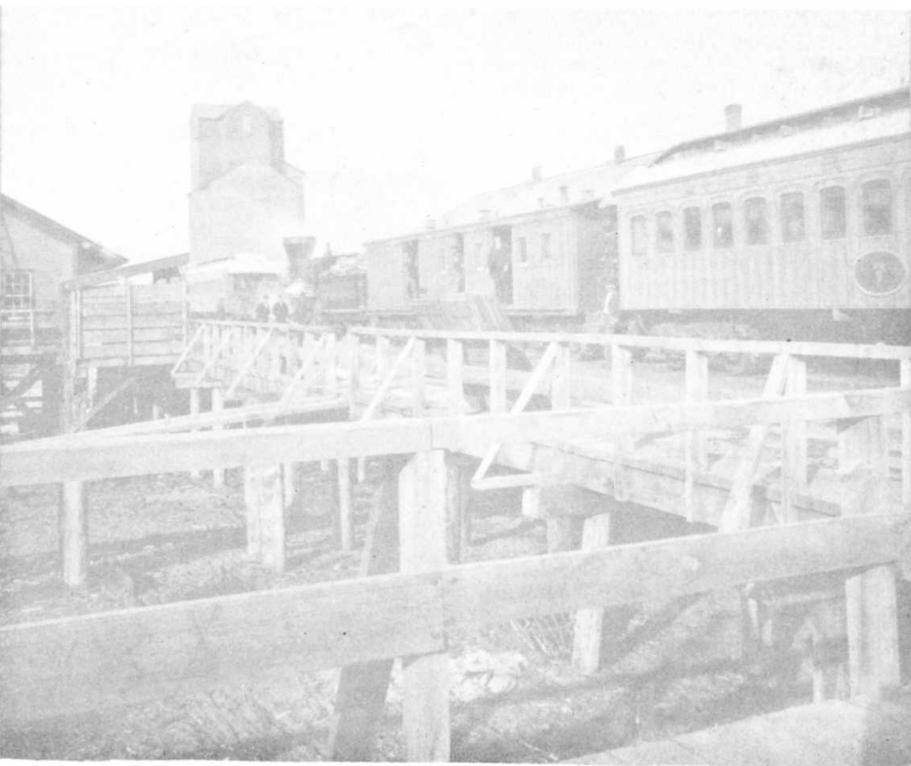
In May, 1872, the LS&M was leased to the **Northern Pacific**. The lease included the S&StP, the **Minneapolis & St Louis**, and the **Minneapolis & Duluth**, and also transferred ownership to the NP of some but not all of the LS&M's equipment. An 1873 timetable shows that the LS&M was

operated as a division of the NP and that two daily mixed trains ran each direction between Stillwater and St Paul.

Following the financial collapse of the NP in September, 1873, its operation of the LS&M ended on February 1, 1874, and the LS&M lease was terminated on the following May 1. The LS&M resumed operation of the S&StP, but was itself short of locomotives and cars. It is interesting to note that reports of the S&StP between 1874 and 1879 show it as having two locomotives in those years. The identity of these is unknown. They might have been leased from the NP, which had many surplus engines during this period, but there appears to be no indication of such a lease in NP records.

The **Minneapolis & Duluth** was organized by the same men who created the **Minneapolis & St Louis**. Their objective was a connection from the grain mills of Minneapolis to the LS&M, thereby gaining an alternate route to the East via Duluth and the Great Lakes. The M&D bought three Baldwin locomotives. One was an 0-4-0 that was transferred to the NP and became NP first No 69. The other two were 4-4-0's that subsequently became M&StL Nos 1 and 2.

Lorenz P Schrenk



The St Croix River once flowed where downtown Stillwater is now. S & St P laid tracks into downtown on timber trestles later buried in fill. LS&M train loads passengers at Stillwater in the 1870's. Stereoscope View Courtesy of Washington County Historical Society.

"Zephyr" Photo Identified

I grew up on the Burlington Route "Zephyrs," and must correct the rear cover caption in the May/June Minnegazette. There was only one "Pioneer Zephyr" train set, No 9900, presently on display at the Chicago Museum of Science and Industry. The photo shows one of the original "Twin Zephyr" train sets, No 9901 or 9902. These bore a strong resemblance to No 9900, but there is enough to distinguish them.

No 9900 had a post office section in the power unit. The second car was a combination baggage/coach, clearly visible in photos in "Shovelnoses," Burlington Bulletin, fourth quarter, 1984, published by the Burlington Route Historical Society.

Zephyrs 9901 and 9902 had baggage but no RPO in the power car, coach seating in the middle car and coach/parlor seating in the tail car. The grille on the front of the engine also is a distinguishing mark, No 9900's being one of a kind among the eight shovelnose units that were built.

The original "Twins," delivered in March and April, 1935, were replaced by Nos 9904 and 9905 with new train sets in 1936.

Jim Neubauer
Chicago

Minnegazette Deadline

Please submit articles and photos for the September/October Minnegazette to the Editor by August 15.

Membership Report

Museum membership is on solid ground at 694 as of June 12, although somewhat eroded from last year's 818 total. About 15 percent of 1986 members have not renewed their membership. This could be due to the lack of railroad trips over common carriers which we have enjoyed in past years. Relaxing insurance requirements and premiums could revive interest in a hurry.

Our present membership totals are like this:

Category	Metro	Area	Total
Associate	68	134	
Active	288	338	
Family	194	222	
Totals	550	694	

Case front end loader to the Minnesota Commercial Railway Company.

2. Approved expenditure of \$3,000 to repair LST&T engine 101 for MTM's use at Stillwater, including contract work through R Huntington.

3. Approved hiring Bill Graham as Jackson Street restoration consultant at \$1,600 per month starting May 16.

The Board took the following actions at its meeting of May 19:

1. Requested Bill Graham to inquire whether the Onan Family Foundation note can be converted to a donation.

2. Approved a lease amendment with A-Accessible Mini-Storage at Jackson Street Roundhouse allowing MTM to reclaim:

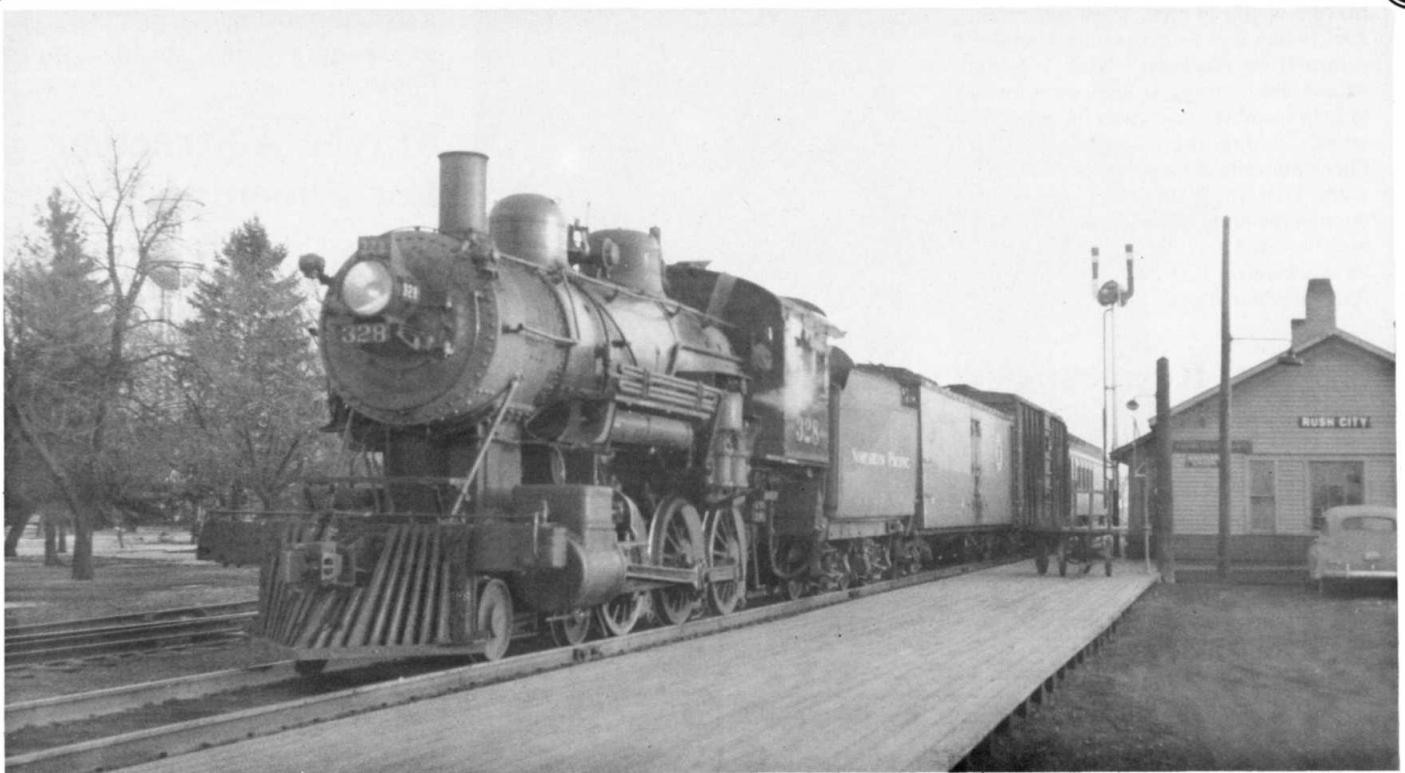
- (a) Bay D immediately.
- (b) Either Bay A or C at year 8 1/2 of the lease.
- (c) A third bay at the end of year 10
- (d) The last bay at the end of year 11.

3. Approved payment of \$800 to People's Plumbing.

4. Approved loan of MTM's D8 crawler tractor to Rodney Kriesel for non-museum projects stipulating that he conduct all maintenance and provide a certificate of insurance.



MTM's Stillwater train approaches Highway 95 bridge in June, 1987. John Dillery Photo.



Another shot of NP's Taylors Falls local at Rush City depot on Skally line, April 7, 1948.
MTM's own No 328 does the honors. Ronald V Nixon Photo Courtesy of Northstar Chapter,

5. Approved opening an account with Cosmopolitan State Bank of Stillwater.

6. Directed preparation of a flyer advertising the Museum's change of address.

The Board took the following actions at its meeting of June 2:

1. Accepted the resignation of **Raymond R Bensen Sr** as MTM Membership Secretary and extended deep appreciation for his long service.

2. Approved purchase of BN baggage car 976146 from Jackson Street funds if the car is suitable for MTM's use.

The Board took the following actions at its meeting of June 16:

1. Approved an amended trackage lease the **Minnesota Zephyr, Inc.**, for dinner train operations at Stillwater, subject to concurrence of legal counsel.

2. Approved an amended lease with **Minnesota Zephyr, Inc.**, for one locomotive.

3. Approved purchase for \$1,400 of three **Soo Line** coaches for purposes of static display at Jackson Street Roundhouse.

Commuter Trains To Roll In Miami

A new three-county rail authority in south Florida will operate commuter trains over about 72 miles of former Seaboard trackage between West Palm Beach and Miami beginning July 1, 1988. The authority and the State of Florida will pay **CSX Corporation** about \$16 million to upgrade the track in addition to a monthly rent of \$50,000 for the property.

UTDC Corporation of Thunder Bay, Ontario, is building 18 commuter coaches for the new service, 14 of which should be in Florida by start-up day. The authority already is considering requests to extend the initial service into downtown West Palm Beach and to Miami International Airport.

Even with three parallel multi-lane highways, the southeast Florida megalopolis suffers from severe traffic congestion. The region comprises a dense urban corridor about 120 miles long by less than 20 miles wide, ideal for high capacity rail service.

A new metro rail system already serves Miami at the south end of the corridor, but the cost of extending this system throughout the huge urban area would be pro-

hibitively high. Traffic problems forced planners to choose an easier, cheaper way to extend rail service outside Miami. Conventional railroad commuter trains were the obvious answer.

The former Hawker-Sideley plant at Thunder Bay knows how to build coaches. Trolleys for Toronto and San Jose, CA, coaches for **GO Transit** in Toronto and coach orders for **National Railways Of Mexico** are among the cars built just north of Pidgeon River, MN, on the shore of Lake Superior.

(Source: Ft Lauderdale Sun Sentinel Courtesy of Ben Curry.)

Got A Question?

Just Dial
228-0263

Ever wonder what's happening at Stillwater, Jackson Street Roundhouse, Lake Harriet or Waite Park this weekend? Are Stillwater trains running on schedule, and which pieces of track are crews working? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your **MinneGazette** that might (or might not) give you the answer?

MTM had you in mind when we installed a telephone line with a regularly up-dated information message. Nick Modders revises the message at least once a week to help members stay up to the minute on what's happening, where and when. Phone numbers are included for those who want still more information. Now, through the magic of electronics, no MTM member need stay home and housebound on weekends. Just dial the number and find out where it's at!

Bensen Retires As Membership Secretary

Member Ray Bensen Sr resigned as Museum membership secretary in June after seven years of diligent service. Besides servicing membership records, Ray saved Museum money by organizing members to stuff and mail each issue of the *Minnegazette*. A charter member of MTM, Ray has served on the Board of Directors, and along with his late wife, Margaret, was the premier excursion organizer for the Minnesota Railfans Association. Bill Cordes temporarily has taken on membership duties until a permanent replacement can be found.

Any members interested in serving as permanent membership secretary should contact President Gene Corbey as soon as possible. In addition, the *Minnegazette* needs a volunteer to take over bi-monthly mailings. Anyone willing to do this should contact Editor Bill Graham. Many thanks to Ray Bensen Sr for his faithful help.



New CHSL Information sign at 42nd Street platform. Aaron Isaacs Photo.



Wendell Gilkerson welcomes Stillwater & St Paul passengers June 7. Bob Ball Photo.

Maybe A Streetcar For Phoenix

The City of Phoenix, Arizona, is studying the possibility of unearthing downtown streetcar track to operate former Phoenix car No 116, owned and restored by the Arizona Historical Museum. The project would connect several activity centers to help attract local residents and tourists into downtown.

Phoenix mule cars began operating in 1887 when the city was a minor oasis. The system was abandoned in 1947 when a carbarn fire destroyed the fleet. Southern Arizona's climate no doubt has been easy on the preserved car, and may afford pleasant surprises when rails again see daylight after 40 years under pavement.

(Source: *Arizona Republic*, May 25, 1987, Courtesy of Joe Shannon.)



Orville Richter eases LST&T No 101 down the hill into Stillwater June 6. Bob Ball Photo.



Truck frame of Duluth No 78 is sandblasted at Linden Hills barn in March, 1987. George Isaacs Photo.



Minneapolis, Northfield & Southern business car "Gopher," nee-Alger, Smith Lumber "Grand Marais," holds siding at Towner, ND, on Great Northern mainline near Minot, 1947. Occasion was a hunting party organized by Win Stephens Sr. Win Stephens Family Collection.

"Grand Marais" Signs In

- Bill Graham

It took two years for our demure office car, "Grand Marais," former Minneapolis, Northfield & Southern "Gopher," to give up her secret. The problem was knowing how to coax it out of her, and the clue came from Ralph L Barger, a Baltimore private car historian. Barger suggested examining the tops of the doors rather than the rear edges which proved to be undefiled as the driven snow.

Sure enough, the tops of at least five doors bear the stamped inscription "Gran Maris" and what apparently is a builder's serial number 2352. One of these doors also carries the painted inscription "Barney & Smith Car Company, Dayton, Ohio." That answers the riddle of the car's builder and original name.

A check with the University of Minnesota revealed that the spelling "Gran Maris" does not exist in the French language, and that the correct spelling, "Grand Marais," means "big swamp."

Wayne Olsen's 1915 photo

printed in the September/October, 1986, Minnegazette shows this spelling painted on the side of the car. The craftsman who did the stamping apparently was not a Frenchman.

Barger is searching records at the Smithsonian Institution for clues that might establish "Grand Marais" age. Barney & Smith records were destroyed when a flood wiped the company out, and historians are piecing together a partial roster of its cars from those known to have existed. The builder's number 2352 could help place MTM's car in the sequence of construction, and possibly tell its age within a few years.

No documentary evidence has been found of the car's original owner. However, the name stamped in the car is that of the small Michigan town on the south shore of Lake Superior where the Manistique Railway was headquartered, the principal rail operation of the Alger, Smith Lumber Company when the line opened

in 1887. That coincidence, plus evidence that Win Stephens bought the car from Alger, Smith in 1926, strongly suggests that Alger, Smith was the original owner. Proof of its construction date still is missing, although a reading of General Russell Alger's biography suggests that it probably was between 1887 and about 1892.

It's Not The "Michigan"

Several independent sources support the contention that Alger and/or his company indeed owned at least two private cars: the "Michigan," which was Alger's personal car; and the "Grand Marais" known to have been assigned to his general manager of rail and mill operations, John Millen. Rodney E Bell's biography of Alger describes the decade 1887 - 1897 in great detail, a period when Alger aggressively was expanding his lumber business from around Detroit into Upper Michigan and also into Quebec, Alabama and California. At the same time, he was campaigning to be President of the United States in the elections of 1888 and 1892, after which he became a national political figure and close confidant to President William McKinley.

Bell reports that Alger regularly used his private car on business and political trips during these years, sometimes for weeks on end. There is evidence that his wife enjoyed traveling on the "Michigan," and that Alger occasionally loaned the car to others. During the same period, John Millen managed Alger's growing business empire spread literally across the continent. Alger and his private car were based in Detroit and were constantly on the move. Thus, it would have been at least awkward for Alger and Millen to share the same business car. Alger surely had the reason and resources to own two.

The search for clues about the "Michigan" has yielded information about Alger's life and his visits to Minnesota. The **Minnegazette** reported in a previous issue that the General organized and accompa-

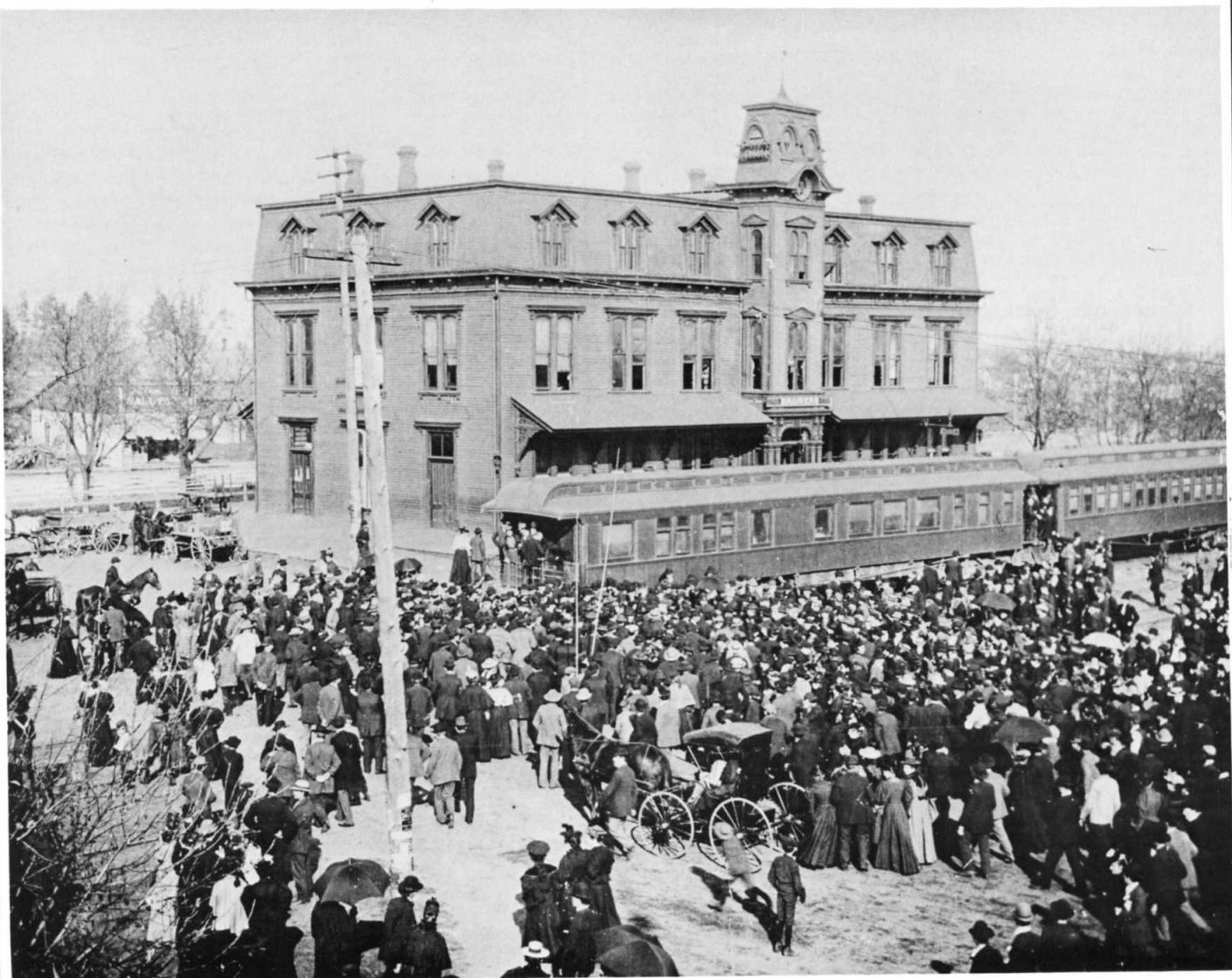
nied McKinley's 12-state presidential whistle-stop which moved through Minnesota during the third week of September, 1896. Microfilmed accounts from the **St Paul Pioneer Press** make fascinating, sometimes hilarious reading.

McKinley's campaign train carried the "Michigan" on its rear, and traveled through Madison and Eau Claire, Wisconsin, enroute to Duluth. The **Pioneer Press** devoted several front page columns each day to breathless, highly partisan accounts of the train's progress, giving far more ink to Alger and his entourage of Civil War officers than to McKinley's candidacy.

Duluth gave Alger a stupendous welcome, according to the **Pioneer Press**. Throngs of Civil War veterans and several march-

ing bands carried Alger on their shoulders from the Depot to a rally where he gave his standard speech on patriotism, sound money and the gold standard. The copy provided to **St Paul** readers was effusive.

The Northern Pacific Railway handled the train through speeches at Brainerd, Little Falls and St Cloud before arriving at the old **St Paul Union Depot**. The reports continued to focus almost exclusively on Alger, without explaining whether McKinley even was on the train for this part of the tour, or whether a stop was made in Minneapolis. **St Paul** gave the General the same barely controlled reception, and the **Pioneer Press** reported that he looked exhausted. From **St Paul**, the train moved over the Omaha Road, making whistle stops at Shakopee, Mankato, Windom, Bingham Lake and Worthington



Campaign train of Democratic presidential candidate William Jennings Bryan halts at Brainerd, MN, on Northern Pacific Railway in 1896. Unidentified business car carries "Wagner" (Wagner Palace Car Company) on letterboard but no name below windows. Did the photographer also catch McKinley's whistle stop and Russell Alger's "Michigan?" Wayne C Olsen Collection.

enroute to Sioux City.

The Pioneer Press used words like magnificent, opulent, handsome and incredible in frequent references to the "Michigan," but omitted any useful description of the car itself. Unlike Air Force One, it seems the General did not grant deep background interviews in the "Michigan's" salon. The newspaper did no reproduce photographs in 1896, and the only illustrations are several pen sketches of Alger's face.

The Minnesota Historical Society collection turned up several photos of Alger's visits to Minnesota. They show the 1892 Republican Convention in an ornate Minneapolis hall where Alger sought the presidential nomination. One shows Alger speaking at Mankato in 1896 beside the Omaha Road freight depot. None of the pictures show the "Michigan," although a photo may yet surface among the Burlington Northern archives.

Clues from Pullman Company records and Bell's biography of Alger hint at what might have become of the "Michigan." General Alger is known to have been in poor health when he was appointed to the US Senate in the spring of 1903. His biography suggests that he believed the Senate might be his last great challenge, and that he was disengaging from his lumber business to devote full energy to Congressional duties. A private car named "Michigan" entered the Pullman Company shops on May 28, 1903, where it remained for most of that year. A note dated April 26, 1905, two years before Alger's death, tells that "Mr Murphy's pri-

vate car 'Michigan' " entered Pullman's Calumet storage yard.

The book **RAILROADS OF ARIZONA, VOL. I** by David F Myrick, (Howell-North, 1975) reports that **Frank Murphy** and a Michigan industrialist referred to as **"Captain" Ward** were affiliated with the Development Company of America, incorporated in 1901, and with Imperial Copper Company, incorporated in 1903. Imperial Copper owned the Silverbell Mine in Arizona. Pullman records show that Murphy's car "Michigan" was renamed "Silverbell" in December, 1905.

A private car named "Michigan" appears in a photo taken at the Pullman plant on page 456 of Lucius Beebe's book **MR PULLMAN'S ELEGANT PALACE CAR**. It is unproven that this was Alger's car, but it clearly is long, luxurious and generous of space for entertainment as would befit a wealthy business owner and politician. "Grand Marais," on the other hand, is shorter, utilitarian in its decor and designed for a maximum of eight guests, a car appropriate to a working corporate manager like John Millen.

Pullman photos at the Smithsonian, dated around 1900 and numbered 6945-47, show a car named "Michigan" in reference to the Minneapolis & St Louis Railway. This reference is not explained, although the photos might actually show McKinley's 1896 campaign train. It is unknown whether two or more cars may have carried that name at the same time.

A Pullman listing of private cars built

between 1882 and 1900, printed in the book **MANSIONS ON RAILS**, omits mention of either "Michigan" or Russell Alger. The list may be incomplete, or perhaps Alger bought his car second hand. Bell reports that Alger purchased his car from Pullman in 1884, the year he was elected Governor of Michigan.

Thanks to Ralph Barger, L.E. Leipold, Win Stephens Jr. and Rodney Bell for their invaluable help in untangling at least part of the tale. Motorists should keep their eyes peeled along side roads in southern Arizona for a snack bar or chicken coop with signs of faded grandeur.

Jackson Street Begins First Phase

What to do with an old roundhouse building without tracks or doors, of which about four-fifths is occupied by a long-term tenant? The answer is a lot more than one might think, because (1) it is a place to establish a permanent Museum home, and (2) it has a fund generously subscribed by members to get it started. Volunteer man hours, too, are a critical part of the equation.

The immediate goal for Jackson Street is to empty MTM's area of the building so that demolition and renovation can begin in July. The first year goal is to complete the first stage of renovation and to open public exhibits no later than the spring of 1988. This is a critical part of our strategy to secure major funding grants needed to pay off our mortgage and to continue the building renovation. It will take a great many volunteer man hours from MTM members each week over the next twelve months. Activities are proceeding in the following areas.

Track Connections

The Museum needs the use of a small land parcel to the west of the Jackson Street Bridge to build new track into the property. After several months of designing and shoving, Scott Heiderich and Art Pew have reached an agreement with the adjoining land owner and the St Paul Port Authority for MTM to begin building the new connection. Work will begin in July. A permanent arrangement for the property will be worked out with the Port Authority later this summer.

We are near final arrangements with **Burlington Northern** to install two turnouts from BN track, so that we can begin building the internal trackage on our property. This also will begin in mid-July, when we will be contacting members to schedule a series of large Saturday track



Ex-Northern Pacific GP9's lead BN's Bayport local through Stillwater in June, 1987. Aaron Isaacs Photo.



Milwaukee Road puts on a show looking east at St Paul Union Depot, 1948. Morning shadows indicate that Train 59 is on left, an all-stops Chicago to Minneapolis mail train via La Crosse behind streamlined F-7 Hudson. Center is Train 103, "Minnesota Marquette," Chicago to Minneapolis overnighter via Madison, Calmar and Austin, behind F-3 Class Pacific. On right is a freight long enough to need three engines for the assault on Shortline Hill. Ronald V Nixon
Photo Courtesy of Northstar Chapter, NRHS.

gangs. Please consider lending a hand with this in whatever fashion you can, and say 'yes' when the call come.

Turntable

The Museum has purchased the former Northern Pacific turntable located at Dillworth, MN. It will be installed at Jackson Street after the garage portion of the building is torn down, about six years from now. Of course, Burlington Northern wants the table off its property immediately. Recalling that it came from the NP, a road that stabled some monster steam engines, not the least of which was the world's first Yellowstone mallet, the Dillworth turntable is something to be reckoned with.

It has been hard finding a mover willing to take on a 125-foot, 100-ton hunk of steel for the trip to St Paul. Several movers turned us down flat, and the problem has not been solved as of early July.

Clearing Out

Scott Heiderich has cut a mountain of brush from the perimeter of the property. Five semi-trailer loads of machinery, scrap and trash have been hauled away, helping to free up building and yard space for MTM's real work to begin. Special thanks

to Hudson Leighton for providing an electric pallet jack, and for spending three full days each week at hard, dirty labor.

MTM has granted a monthly lease to a cable TV company to use part of the west yard for outdoor storage. This can be cancelled or changed, and will not interfere with MTM's track installation.

Planning Building Space

Our original lease with our tenant, A-Accessible Mini-Storage, granted them the right to occupy Bays A, B and C, and a little over half of Bay D until September, 1992, and two of these bays until 1997 and 1998 respectively. Rents from this lease help pay the interest and principal on MTM's mommoth mortgage. Thus for the next six years, MTM will occupy a small portion of Bay D, the garage and all yard areas except for the tenant's access to the loading docks.

An amendment was considered by which the tenant would relinquish all of Bay D to MTM this year in exchange for a longer lease on the other three bays and other improvements in its part of the building. Such an amendment was abandoned so that MTM can occupy more of the building sooner and save the cost of improvements of no immediate benefit to us. In

the meantime, of course, we will have far less indoor space than we really need for a public museum and workshop. To make up for this, much of the rolling stock will be stored outside, and only those pieces being worked on or displayed will be kept in the building. We are looking at the possibility of erecting a building soon to the west of the roundhouse which will become a permanent part of the three new buildings planned for the site.

Plans now call for removing the three office rooms in the garage. The existing rooms and lavatories in Bay D will be refurbished to provide office, library and storage space for MTM.

The garage will provide four to five stalls where pieces such as Dan Patch 100, NP 328 and one of the LST&T switchers will be housed. Restoration projects on NP 2156 and one coach will be carried on in the garage. This room is only about 78 feet deep, not enough to hold longer coaches such as office car "Grand Marais." Due to ceiling height restriction, slots will be cut in the garage floor to submerge the rails.

Design Services

Two design experts have generously offered their help in working out plans for

the Jackson Street Museum over the next ten years. They are **Gary Reetz**, an historic buildings specialist with the **Hammel-Green** architectural firm, and **Gay Parker**, an interior designer. Their recommendations have been a great help in pointing out goals that admittedly may be years off.

Exhibits

Preparing the exhibits will be done by MTM volunteers. We know what this means: sandblasting cars, stripping paint, repairing rust holes, refinishing wood-work, scratch-making those pieces that just can't be found, and exercising a whole lot of ingenuity. There will be plenty of take-home projects for members who prefer to work in their own basement workshops. All this sounds familiar because we have been doing it with distinction since the early 1970's.

Photos and artifacts will be displayed inside coaches and cabooses which themselves will be on display. Our Civil War-vintage Burlington caboose and our office car "Grand Marais" will be center pieces in their own right, besides providing space for meetings, presentations, and displays.

MTM has only a few items of rolling stock that are not needed for summer excursions and also are old enough to be convincing antiques. Accordingly, we have acquired three elderly coaches from the **Soo Line** that require moderate cosmetic restoration for static display only. They are a wooden sleeping car possibly from the Wisconsin Central (current M/W No 725), a 48-seat steel Soo Line diner (1921, American Car; current M/W No 1472), and an ex-Duluth, South Shore & Atlantic wooden post office car (current M/W No 1474.) The total price was a bargain basement \$1,400. So far, Soo Line has been unable to trace the early particulars on these cars. Any member with a complete Soo Line coach roster is asked to help identify them.

The sleeper and postal car have been gutted, but retain their original woodwork and some of their hardware fittings. Both look like contemporaries of our "Grand Marais." The diner has a sound body and roof, and retains all of its original partitions, lockers, woodwork and most of its original galley fixtures. The car is a fine example of a heavy-weight dining car that can serve as a static meeting room, theater or even a restaurant for small parties.

Get Involved

Jackson Street will be a clean, orderly workshop where members can seriously and productively work on a wide variety of projects. It will be a place where members can find the satisfaction of accomplishing what most of us joined MTM to do. Getting to that point means getting the less fun chores out of the way, and the sooner the better. Please think about setting aside some regular time over the coming year to help get Jackson Street properly launched.

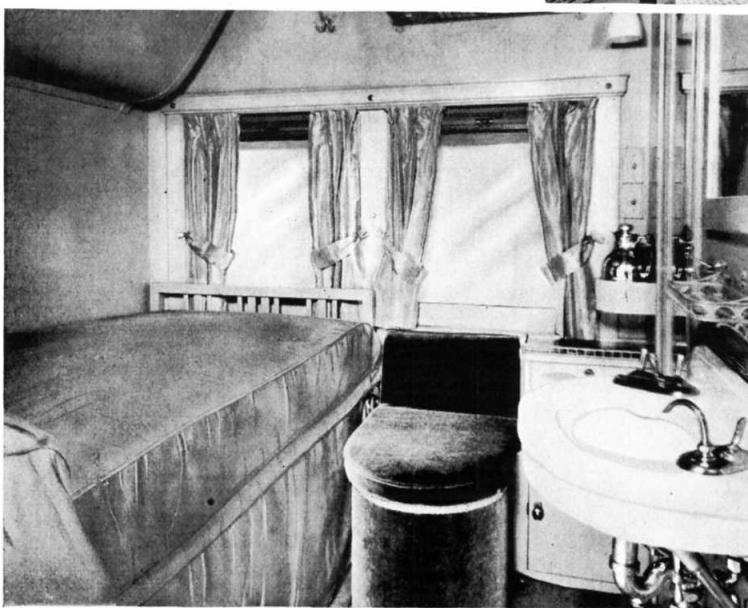
Bill Graham
Jackson Street Coordinator

pages reprinted with permission
from the April, 1927, edition of
"The Du Pont Magazine," publication of
E I Du Pont De Nemours & Company,
Wilmington, DE. Minnegazette reported
on Minneapolis, Northfield & Southern
business car "Pheasant" in May/June,
1985. Joe Stark Collection.



Soo Line passenger train behind high-stepping Pacific 2720 exits tunnel under Chicago & North Western mainline at Westminster Junction, St Paul. Ronald V Nixon Photo Courtesy of Northstar Chapter, NRHS.

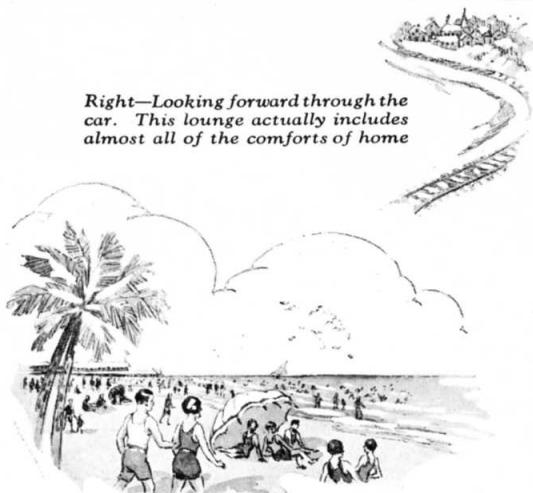
The dining room aboard the "Pheasant" is finished in cheerful color tones and is handsomely appointed

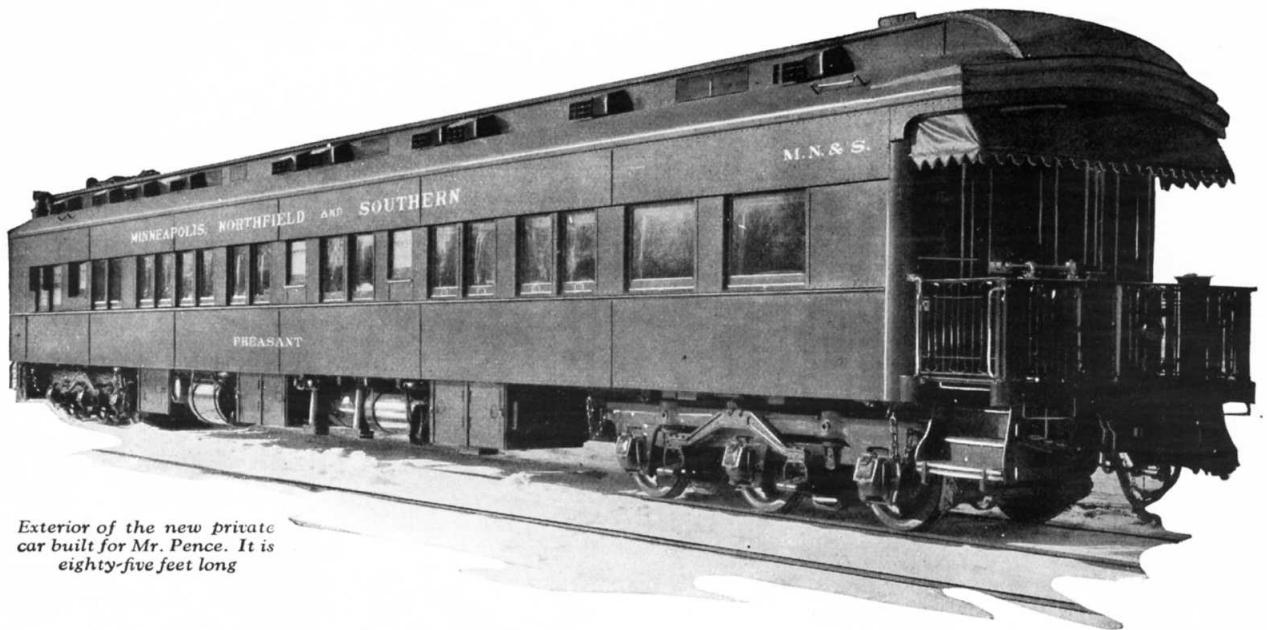


Left—Every available inch of space has been utilized in outfitting this stateroom without giving it a jumbled appearance



Right—Looking forward through the car. This lounge actually includes almost all of the comforts of home





Exterior of the new private car built for Mr. Pence. It is eighty-five feet long

IT'S ALWAYS FAIR WEATHER

At least, that's how you feel aboard the "Pheasant," a self-contained and self-functioning home on wheels

Now let's have it out with our secret wishes regarding private cars and, for a few minutes, be imaginary guests aboard the new railway home of Harry E. Pence, president of the Minneapolis, Northfield and Southern Railway, and a regular commuter between Minneapolis and Daytona Beach, Florida.

We are on the "Pheasant," one of the finest private coaches ever built. Within are four staterooms, a spacious lounge room, a dining room, pantry, kitchen, bath, and servants' quarters. In the short time we have, however, we cannot see everything—so let's inspect just one or two rooms.

From the observation platform we enter the lounge. It is a colorful room done in jade green Duco, save for the ceiling, which is in a parchment tint. The walls carry the pheasant motif in a pleasing manner. We see thick rugs, bronze lighting fixtures, deep roomy chairs of Duco-finished walnut, upholstered in mohair. Everything seems soft and "homey." It is a place where one can smoke and read and sprawl to his heart's content.

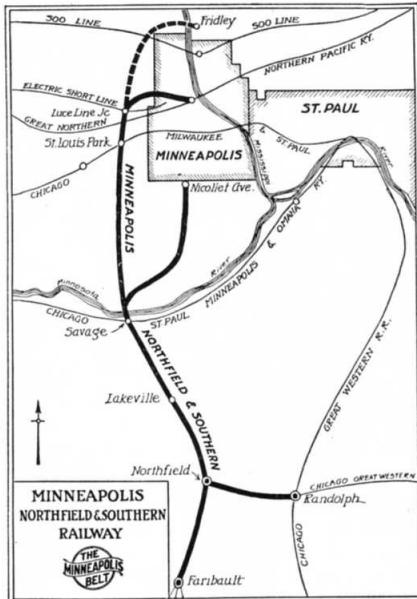
The staterooms are individual in color schemes and draperies. In the nearest one, we find a roomy bed and

an auxiliary fold-in berth; a chair, a dresser, three mirrors—one of them full-length; easy access to a combination tub and shower bath; a five-drawer locker with plenty of hangers; dome, side and reading lamps and a thermos bottle. All in one room—but it doesn't look crowded.

Compactness, efficiency and beauty characterize the "Pheasant." We note, too, that the new Pence "home" is finished inside and out with Duco.

While strolling in and around the "Pheasant," other things attract our attention—a radio, for instance; an electric ice box and oil-burning kitchen stove; a vapor heating system; attachments for city telephone circuits, immense storage batteries, water tanks holding 600 gallons—and, by all means, the ship's bell clock in the lounge room!

Our time is up now and the imaginary visit ends. There may be another chance to see this car, however, for the owner and his family are now traveling through the South and West aboard the "Pheasant" and some of you may enjoy a visit in fact, not in fancy, before they return to Minneapolis.



The M. N. & S., 123 miles long, will eventually encircle the Twin Cities to relieve freight congestion



Governor Rudy Perpich addresses officials and guests at Hennepin County's LRT bill signing beside MTM Car 1300, June 18. Nick Modders Photo.

Traction Report

The spring track program ballasted and tamped about 1,000 feet of line, south of 42nd Street and through the archery range curves. Turn out for six Saturday track gangs was outstanding. About 40 ties were replaced. Karl and Mary Jones have kept the garden looking beautiful throughout this unusually dry spring.

Ridership was 15,700 through June, a strong showing thanks to hot, dry weather and heavy evening crowds at Lake Harriet. Twelve new operators were qualified this year. Cars 1300 and 265 have run without problems.

Car 78 has two new platform enclosures thanks to Bob Dumas and his helpers. Canvas is going onto the roof, and new steel sheets are being fastened to both ends. The car is looking more comfortable with herself as pale yellow, spring green and Chinese red paint goes on. Work now is shifting to the interior of the compartment. Sub-flooring is screwed



Member Bill Olsen helps Senator Phyllis McQuaid, County Commissioner John Keefe and Representative Sally Olson down from Car 1300. Ken Fletcher Photo.



Josephine Derus Vanstrom, Governor Rudy Perpich and Commissioner John Derus prepare for enactment of Hennepin County LRT law beside Car 1300.
Ken Fletcher Photo.

down, and work will begin soon on ceiling headliners.

Motors and the rest of the brake rigging can be reinstalled on 78's truck as soon as two new pinion gears arrive from Belgium. At that point, probably early in the Fall, the body can be placed on the truck, and work on the control systems can begin.

The Como-Harriet Streetcar Line played host on June 18 to the signing of a new state law permitting the **Hennepin County Regional Railroad Authority** to begin work on the Southwest LRT line. Authority Chairman John Derus and Commissioner John Keefe officiated as **Governor Rudy Perpich** signed the law on the 42nd Street platform beside Car 1300. State Senator Phyllis McQuaid, Representatives Gloria Segal, Ken Nelson, and Sally Olson, MTC Chairman Frank Snowden, Regional Transit Board Member George Isaacs, Andy Selden and many others were present who have been waiting for a streetcar for many years.

After the signing and speeches, Commissioner Derus' mother, **Josephine Vanstrom**, took the group for a ride on Car 1300. Ms Vanstrom worked as a Twin City Lines operator during World War II, and has held onto her deft touch on the brake handle. Governor Perpich also ran the car.

Stillwater Report

Things are coming together at Stillwater after several months of uncertainty. Regular weekend operations began on Saturday, May 23, and have continued ever since except for a locomotive failure on June 13. The consist of ex-LST&T NW2 unit No 101 and Rock Island commuter coach 2608 is pretty basic, but sufficient to handle generally light ridership. Service has received little advertising, although some trips were sold out on June 28. Revenues have been sufficient to more than cover out of pocket expenses.

The big news is the scheduled start up of dinner train operations in July. **Don Paradeau's "Minnetonka Zephyr"** has been based a Spring Lake Park since last year, but will be moving to Stillwater. Paradeau believes that the St Croix Valley is a more popular tourist destination and will attract more patronage. Superior scenery and track condition on the Stillwater & St Paul Railroad also contributed to his decision.

Work on a depot and yard has already begun using land leased from the City of Stillwater at the north end of the BN yard across the street from the old state prison. An engine house is planned to the north along Highway 95. Both buildings will be used jointly by S&StP and the dinner train, now to be called the "Minnesota Zephyr." The buildings will make it possible to store and maintain equipment at Stillwater for the first time.

The Zephyr will be powered by MTM-owned NW2 units on either end of the train, both from the **Lake Superior Terminal & Transfer**. The Museum's rental income from the locomotives and trackage is expected to be substantial, and will pay for capital improvements needed to establish the railroad for ongoing service.

Heavy track rehabilitation got underway in June with three carloads of rock ballast spread on the welded rail portion west of Summit. A contractor is raising, lining, leveling and tamping this portion. The Summit passing track has been completely rebuilt so that trains can pass at this location.

The Duluth Junction land swap, proposed two years ago, became something akin to the birthing of an elephant. Earlier this year, MTM and the **Minnesota Department of Natural Resources** reached agreement to exchange land easements at Duluth Junction. This was before we had any income at Stillwater. At a later meeting with DNR, it was agreed to swap actual title rather than leases or easements. Under this arrangement, MTM will pay money to DNR, since the land we will receive is greater than what we will convey.

Future Stillwater priorities are (1) a regular marketing/advertising program, (2) refurbishing the Rock Island commuter coaches, (3) moving the Bayport Depot to Stillwater, and (4) more track improvements between Stillwater and Summit. A mechanized tamper has been obtained to make this work easier.

We need volunteers! A good number of members responded to this Spring's questionnaire. I will be contacting you as the summer progresses.

John L Stein
VP - Stillwater Division



Biking Through The Past

- Aaron Isaacs

Being a railfan gets a little harder every year. The deregulation and mergers that revived the railroad industry have taken a heavy toll in abandonments. Track, equipment and facilities that were obsolete but had remained intact for years finally are disappearing - and fast. Depots, redundant multiple track, old freight houses and under utilized shops finally are being targeted by sharp-penciled accountants. The railfan more and more becomes an historian, sifting through the ruins and archives for new insights, details and discoveries.

It used to be that the only way to see a piece of obscure railroad complete and up close was to ride the rare excursion train. Many lines, of course, never hosted such movements before being torn up.

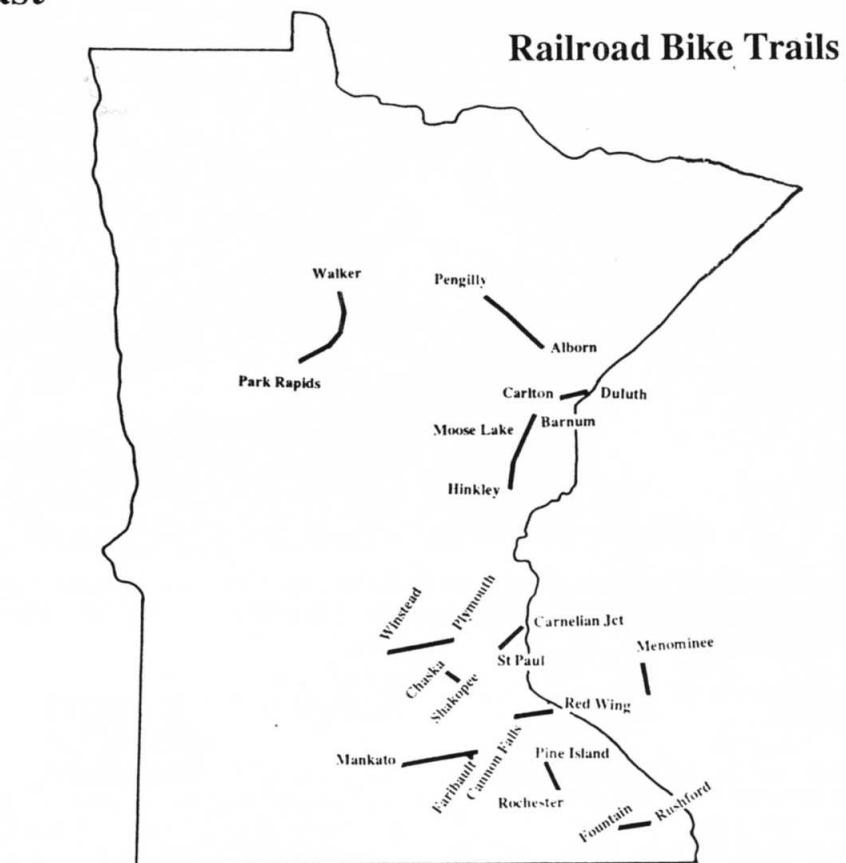
Nowadays there is a bright spot to all this: bike trails are being built on many abandoned railroad grades to be enjoyed at one's leisure. Nothing could be more perfect for a bike trail than an abandoned railroad because the grades are much more gentle than most highways. Riding cross country is infinitely safer on a railroad trail since cars and trucks do not zoom past your ear. There is scenery that would be unviewable by road, and which tends to be more historical since the railroad usually was there before anything else.

Finally, these trails still look like a railroad. The engineering of cuts, fills and trestles cannot be mistaken for anything else. The right of way widens at each small town where sidings used to be, and where often the local grain elevator, feed mill and depot still are intact. One can imagine a peddler freight shuffling cars and then meandering down the line.

Elroy - Sparta

The conversion of rails to trails began with the 32.5 mile line of the **Chicago & North Western** in southwestern Wisconsin from Elroy to Sparta. It crosses three summits, each with a tunnel. Grades reach three percent, something your legs communicate to you in a hurry. The easterly two tunnels are short and make a pleasant break in the journey.

The third one, however, is a brief journey into hell if you are claustrophobic or afraid of the dark. Nearly a mile long, it curves so that neither portal is visible for much of the distance. That means that nothing is visible, including your hand in front of your face. Flashlights help a little



if you shine several of them at the same spot at once. We pointed ours where the wall meets the floor, since pointing them straight ahead was totally useless. You need to keep to the right since there usually are several dozen other poor souls feeling their way along whom you cannot see unless you bump into them.

None of this would be too bad if it were not also raining in the tunnel. The ground above is limestone full of springs that pour the equivalent of a gentle shower on your head. After a few minutes, mature adults start to believe the boogey man is waiting to jump on them. I highly recommend it.

Luce Line

Most of the ambitious trails are owned and administered by the **Minnesota Department of Natural Resources**. The longest near the Twin Cities is the Luce Line Trail, formerly the **Minnesota Western**, nee-Electric Short Line which had hoped to build an interurban to South Dakota. The bikeable gravel portion extends 30 miles from the present end of track at Plymouth to Winstead.

Terrain is gently rolling with frequent

lakes and ponds. The line curves more or less continuously and undulates up and down. There is a curving trestle over the Crow River at Watertown.

"Blue Bird" Route

Chicago Great Western lines in Minnesota have been largely abandoned since CGW's merger with the Chicago & North Western. Three CGW segments have been brought back as trails, two of which cover much of the meandering route of the "Blue Bird," the gas electric proto-streamliner assembled from old McKeen cars.

Opened just last summer and well worth the trip is the Great Western's Cannon Valley line from Cannon Falls to Red Wing, 20 miles long and constantly down grade toward the east. If you have more than one vehicle and want to ride in only one direction, eastbound is much easier. The scenery is beautiful. Parts of the line occupy a shelf halfway up the bluff looking down on the river.

The other former CGW "Blue Bird" trail segment is known as the Douglas trail, 18 blacktopped miles between Rochester and Pine Island.

Sakatah - Singing Hills

This trail runs from Faribault to Mankato, 37 miles of former Great Western route where Dan Patch Line gas electric cars once trod. The western end actually is former North Western right of way, since C&NW chose to quit its own steeper descent into the Minnesota Valley in favor of the parallel and more gradual Great Western.

Most of this line runs through flat to gently rolling farm country. Unlike some heavily engineered railroads that employed deep cuts and tall fills, the "Great Weedy" faithfully follows the contours of the ground. There is a slight down grade from east to west that steepens at Waterville for the descent into the Minnesota Valley. Remaining rail artifacts are scattered; the shell of the Waterville depot still stands, and the sharp eye still can spot the occasional line pole, whistle post and mile marker. The trail is surfaced with packed clay and gravel.

Milwaukee Road Ghosts

The DNR has opened a 5.5 mile trail on the Milwaukee's Albert Lea - La Crescent line through the beautiful, meandering Root River Valley. A second 5.5 miles will be opened this summer, and will extend from Rushford to Fountain. There should be further extensions by 1990.

The Minnesota Valley Trail incorporates four miles of the Milwaukee Road's old Hastings & Dakota route from Shakopee

to Chaska, including the swing bridge over the Minnesota River.

In Minneapolis, the Minnehaha Depot sits at the south end of active track on what was the Milwaukee's original line from Minneapolis to St Paul and Chicago via Mendota. About one mile of this route now is a trail extending from 54th Street to old Fort Snelling. It is extremely scenic, occupying a ledge overlooking the Mississippi River and entering Fort Snelling State Park under the brow of the old Fort.

A very short stretch of the Milwaukee's Hastings - Stillwater branch now is part of the bike trail within Afton State Park, about five miles south of I-94 along the St Croix River. According to DNR staff, this line is the trail that got away. From Afton to Point Douglas, the railroad was the only way to see the valley without a boat, and would have made a wonderful trail.

Biking The "Skally"

Much of the former Northern Pacific line from Hinkley to Duluth is being converted to a trail. The Hinkley Fire Trail opened a couple of years ago from Hinkley to Moose Lake. Asphalt pavement now covers 32 miles, and this year will see another five miles completed from Moose Lake to Barnum. The ten mile shortline from Carlton to West Duluth with its spectacular views is under construction as this is written, and should be open by the middle of this summer. It is a hilly and very scenic trail that will connect with the

Lake Superior Museum's excursion trains that follow part of the same route.

Northern Minnesota

The 28-mile Heartland Trail in northern Minnesota follows former Great Northern line from Park Rapids to Walker. Plans call for an additional 22 miles from Walker to Cass Lake after 1990.

A 38-mile segment of former Duluth, Missabe & Northern route is now a DNR trail from Pengilly, near Nashwauk, to Alborn.

Surveys show that trail usage is highest near urban areas. This summer, DNR will complete a project that should be an instant success: blacktopping the former Soo Line from Trout Brook Junction (near I-35E and Maryland Avenue, St Paul) through North St Paul to Carnelian Junction near the Soo's St Croix River high bridge. This trail connects with MTM's Stillwater & St Paul Railroad at Duluth Junction about four miles beyond North St Paul. It is hoped that cyclists will be able to use our train instead of peddling the tough climb out of the St Croix Valley.

Finally for traction buffs, a short piece of former Twin City Lines Hopkins right of way is now a bike trail west of Blake Road in Edina.

Wisconsin Trails

Besides Elroy - Sparta, the following state trails can be biked in Wisconsin:

- Ahnapee Trail. Sturgeon Bay - Algoma. Ex-Ahnapee & Western, 15.3 miles.

- Bearskin Trail. Minocqua to Heafford Junction. Ex-Milwaukee Road, 18 miles.

- Red Cedar Trail. Menominee to Chippewa River (70 miles from the Twin Cities.) Ex-Milwaukee Road, 14.5 miles.

- Sugar River Trail. New Glarus to Brodhead. Ex-Milwaukee Road, 23.5 miles.

Have we missed anything? The MinneGazette would like to reprint trail updates from readers.



Bike trail, lower right, marks original Milwaukee Road mainline along Mississippi River below Fort Snelling, Minneapolis. Aaron Isaacs Photo.



A Railway Crossing In La Crosse

- Don Rohrer

If you belonged to our boyhood gang, your dad worked on the railroad and your family lived in Goose Green, a compact district in the river bottoms on the Northside of La Crosse, Wisconsin. You grew up in the Green surrounded by tracks, rivers and bogs, and the extensive facilities of both the Milwaukee and the Burlington railroads. The only connection to the Southside, where the big stores were, was by way of a mile-long causeway sitting on top of a huge marshland. The Southside was where the owners and managers, the people who ran the town, lived.

Goose Green was a railroad workers' community like many others scattered throughout the country. Our parents formed an especially close knit group, isolated as they were by both occupation and terrain. The trains continue to run but the day of that high rider, the steam locomotive engineer and his magnificent iron horse, is long gone. Gone, too, are the old railroad neighborhoods. They live on only in the memory of those who were youngsters in those enclaves way back in the early decades of the Century.

With its noisy, smoky, steamy background, the Green could hardly have been heaven for the girls, but it was a moving feast for the boys. Even though Paul Johnson had become a prominent attorney, Johnny Murphy a priest and the Skemp brothers eminent doctors, our gang members with few exceptions wished for nothing more than to follow in the footsteps of our fathers as railroaders. It was said that railroading got into your blood, and it did with us.

In the beginning we were lulled to sleep by the sounds of bells and whistles and by the earth-shaking rumblings of the trains as they rambled through our front yard, moving to and from that mysterious world out yonder.

On the way to school, we had to cross numerous tracks at crossings shepherded by grizzled veterans who usually were one armed ex-switchmen. Waiting for slow moving freights to pass through the yards, we played guessing games with the geography of railroad names as lettered on the boxcars. We vied with each other to identify different types of cars and kinds of equipment, and along with the brakeman back there in the caboose, we checked for hot boxes.

We were self-appointed train inspectors. By two's and three's we would saunter over to the passenger depots to study the trains and observe those intriguing aliens, passengers and sometimes celebrities, as they strolled up and down the platforms. Whenever special trains tied up in town, we were on hand if there weren't too terribly many roadblocks to overcome.

There were show trains and carnival trains, circus trains with their wealth of exotic animals and people, and football specials rollicking with collegiate high spirits. There were political campaign trains with candidates spouting promises from the "back porches" of observation cars. There were summer excursion trains often carrying school marm's to the wonders of the Golden West. On rare occasions we even witnessed the ghostly silk trains with their white flag bedecked locomotives as they paused for servicing, carrying their precious cargo on clear board, mad dash runs to the hosiery mills of the East Coast.

The express messengers and baggagemen were interesting, too. They handled everything under the sun, including all kinds of animals both wild and tame, and the luggage of all sorts of passengers, also both wild and tame. The mail car was a tantalizing unknown. These cars were only briefly and partially open to view when the clerks wearing revolvers were loading and unloading mail bags. "Rails" in the know claimed that mail clerks were hard, fast workers, and that they needed to know a whole lot about geography.

We were steeped in railroad lore, in the history of train operations dating back to immigrant ancestors, some of whom had helped put down the first rails. We listened to story after story about the pioneer era of the boomer railroader, the twelve hour workdays, the dangerous link and pin connections and the gradual rise of the Brotherhood unions. We knew about the engineers who, facing hell and high water, could nevertheless "bring 'em in on the advertised." We kept up to date on accidents, collisions, derailments and wrecks, storms and floods. We knew that our folks lived and died within the limits of the seniority rules, and we learned to respect the grievance man, "the griever," who dickered and dealt with the local brass in disputes about the rules and regulations.

We were warned early about the knights of the road, the hoboes, and their rude jungle camps in the woods down by the river. No doubt there were evil men in their ranks, but most were decent homeless men down on their luck. There even were those hardy souls who seemed to enjoy that harsh nomadic existence inspite of

brutal treatment at the hands of certain railroad detectives. The hoboes must have marked our house in some fashion, for Mom could be seen time after time bestowing kitchen door handouts on hungry wayfarers.

Beyond the hobo brigades, there were the annual pilgrimages of young hearties to the harvest fields of the Dakotas. In addition, there were the gandy dancer crews out of Chicago, transported and living in work trains and employed to lay new steel on mainlines.

I remember the Old World grandmas dressed in long black wool skirts, shawls and colorful babushkas, pulling coaster wagons and sleds to salvage coal along the tracks. Across the Black River bridge on French Island, the kids would throw rocks at the firemen in order to retrieve coal chucked back at them. During a cold spell, the whopping big mounds of coal piled near the roundhouses would melt away awfully fast. It was no secret that in those days railroad company coal helped keep the home fires burning in may a humble abode.

One picture of a switching yard stays with me. It could be quite a scary task for me when my turn came to carry Dad's lunch bucket out to the switchman's shanty. In the gloom of a winter evening, the place was at once fascinating and frightening as busy men and perky switch engines scurried about in the shadowy sea of crossovers, switches, blinding headlights and flickering lanterns.

We knew that the task of the agile switchmen was the most exciting, the most dangerous of all. Forever on the move, the switchmen struggled around the clock in heat, bitter cold, and perilous dark, hurrying around crowded yards, manipulating switches and car couplings, signaling and directing the engine crews, and jumping on and off laddered cars as they walked and ran over the tops of moving box cars.

We envied "Skinny," a youthful call boy, who really wasn't skinny at all. Skinny's mission was to cover the rounds of homes, rooming houses, railroad hotels, beaneries, pool halls and barber shops to alert the trainmen to be on time for their scheduled departures.

There too is the memory of Dad's most prized possession, his gold Hamilton watch. He bought the watch on time though not exactly as the rate of a dollar down and a dollar a week. Paydays occurred only once a month. He delighted in comparing the accuracy of his time-piece with those of his fellow workers, and he religiously reported to the official inspector for regular checks to be per-



Clerks sort mail on the fly aboard the Milwaukee Road's "Chic & Min" railway post office about 1900. Minnesota Historical Society.

formed on his treasure.

There are a few well-etched, sobering memories like the one of Uncle Eddie, only a boy himself, boarding the troop train that eventually carried him to the battlefields of France in World War I. Another sad memory is a disastrous long strike that involved the shop workers, boilermakers, mechanics and machinists. Bitterest of all was Father's homecoming after a fellow crewman, a lifelong friend, was killed in an accident at the switching hump.

There's no forgetting the tragic death of cousin John. John was considered one of the fortunate few when he became a Burlington switchman, right until his early forties when he died of injuries suffered in a strange roundhouse accident. By contrast, John's father worked as a switchman and as a yard master for more than fifty years without suffering a single serious injury.

Naturally enough, we rode the trains in the summer and sometimes during holiday seasons when Dad would obtain passes for us. Mom would pack a basketful of sandwiches and then patiently escort us to St Paul to visit relatives. We rode the day coaches with fancy red cushions. Using

the railroad's cone-shaped paper cups, we would engage in water fights, chasing each other up and down the aisles right up until we were put in our proper places. In the heat of the summer, car windows often were left wide open. Dust, smoke and cinders poured in, but the passengers preferred the fresher air to an otherwise stifling closed interior.

Contrary to all the rules, we emulated the hoboes when we reached high school age. Our gang bummed via empty boxcar, "side door Pullman," to Sparta and to Winona to watch football games. We were lucky at Sparta when Bull Smith, an infamous scourge to the hoboes, decided not to throw us in jail after lengthy deliberation. Once under the pretext of hitchhiking to visit friends down on the farm, George Dayton, Dave Fairbanks and I rode on the backs of the engine tenders almost to St Louis. At East Dubuque, a railroad place very much like Goose Green, we again copied the hoboes when we cadged food from the generous housewives. After that trip, we agreed that hoboing was not for us.

In preparation for fall football, several stalwart upper classmen in our midst hired on for summer jobs with section crews and extra labor gangs. Being slight of

frame myself, I was gratified to catch on for a stint of hard, satisfying labor with a Bridges & Buildings crew on the Burlington Route.

Through with school, expelled, failed, graduated or paroled, we had high hopes for procuring railroad jobs. As fate would have it, the jobs were no longer there. Family men bearing the scars of years and years of service found themselves relegated to the extra board or worse.

The Depression broke up that old gang of ours. We were part of the lost generation, the last generation out of the once thriving railroad communities. We had to leave the home place to seek other paths, to cross the tracks for the last time and forever.

In a roundabout way, I eventually realized a boyhood ambition to become a US Railway Mail Clerk in the Chicago & Minneapolis railway post office, known as the "Chic & Min." Lo and behold, the trains on which I traveled and labored ran right through the same old crossings I had known as a boy. In a sense, yet another childhood dream was realized when I managed to come back to the old home place, not just once but again and again.



Only known photograph of a train on the only known switchback in Minnesota, Winona & Southwestern engine No 2 climbs four percent grade while negotiating a 16-degree curve.



A Taste Of Colorado

The Winona & Southwestern Railway

- Gary Browne

Railroad executives in the Midwest realized as early as 1914 that thousands of miles of track would never make a profit. Some of this trackage was built simply to earn a land grant without considering its potential profitability. Some of it was short branchlines, built to serve small farming communities in an era when everything the farmer bought or sold had to travel by rail. With the coming of the automobile, these lines no longer could earn a profit. Still other lines were built to compete with an established railroad, and faced bare-fisted competition from powerful companies bent on depriving the newcomer of its survival.

Perhaps the most interesting of the last group built in Minnesota was the **Winona & Southwestern**. Some excellent photos of this line recently have been discovered, taken by professional photographer Charles Tenney of Winona during construction in 1888 - 1889.

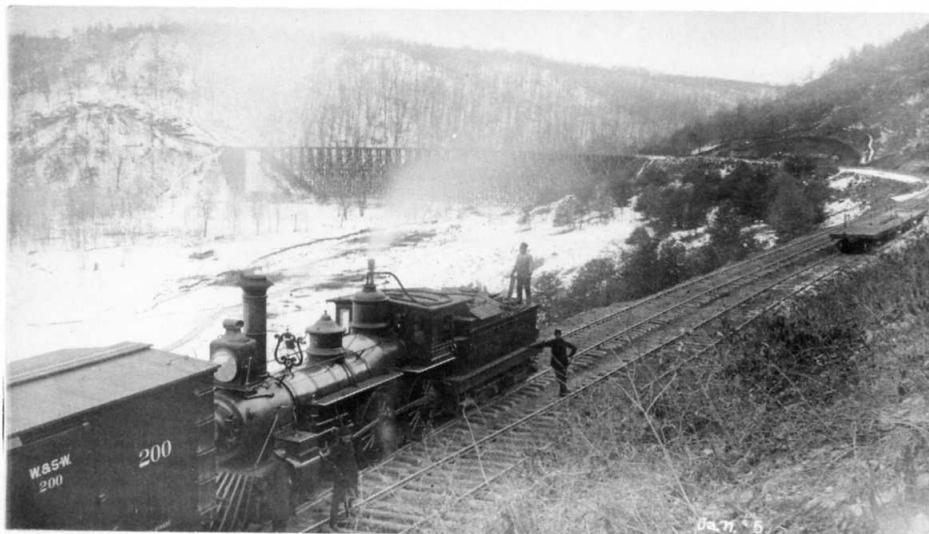
In 1862, business leaders of Winona had financed and built the **Winona & St Peter Railroad**, Minnesota's first railroad west of the Mississippi, only to see it fall into the hands of the powerful **Chicago & North Western**. The C&NW began at once to discriminate against Winona as a forwarding point in favor of Chicago which gave North Western a longer haul. The result was that wheat no longer was shipped from Winona by river, but went directly to Chicago by rail.

At the same time, Chicago mills were able to ship lumber to western Minnesota cheaper than Winona manufacturers could ship their products to the same places. Winona's trading area was being stripped away by the C&NW, and local leaders decided they could only fight back by building a competing railroad. They envisioned a new line stretching from Lake Michigan all the way to Texas.

Building the line west from Winona proved difficult. The bluffs west of town

are steep, and the C&NW held the only good route. That left the Winona & Southwestern with few choices, all bad. A route running directly southwest from Winona would have been the most direct, but numerous trestles and tunnels would have made the cost prohibitive. Instead, management selected a route that circled north of Winona, climbing up Rollingstone and Bear Creeks before heading southwest.

This route necessitated a continuous, curving 3.3 percent grade, sidehill construction and several large wooden trestles. There were two large horseshoe curves as the line turned on itself to gain elevation. The latter ended at the base of a switchback, a last resort method of climbing usually found in states where there are real mountains. At the top of the hill was Altura where the railroad meandered 114 miles southwest to Osage, Iowa, just across the Minnesota border. The company ran out of money after reaching Osage, and construction ceased.

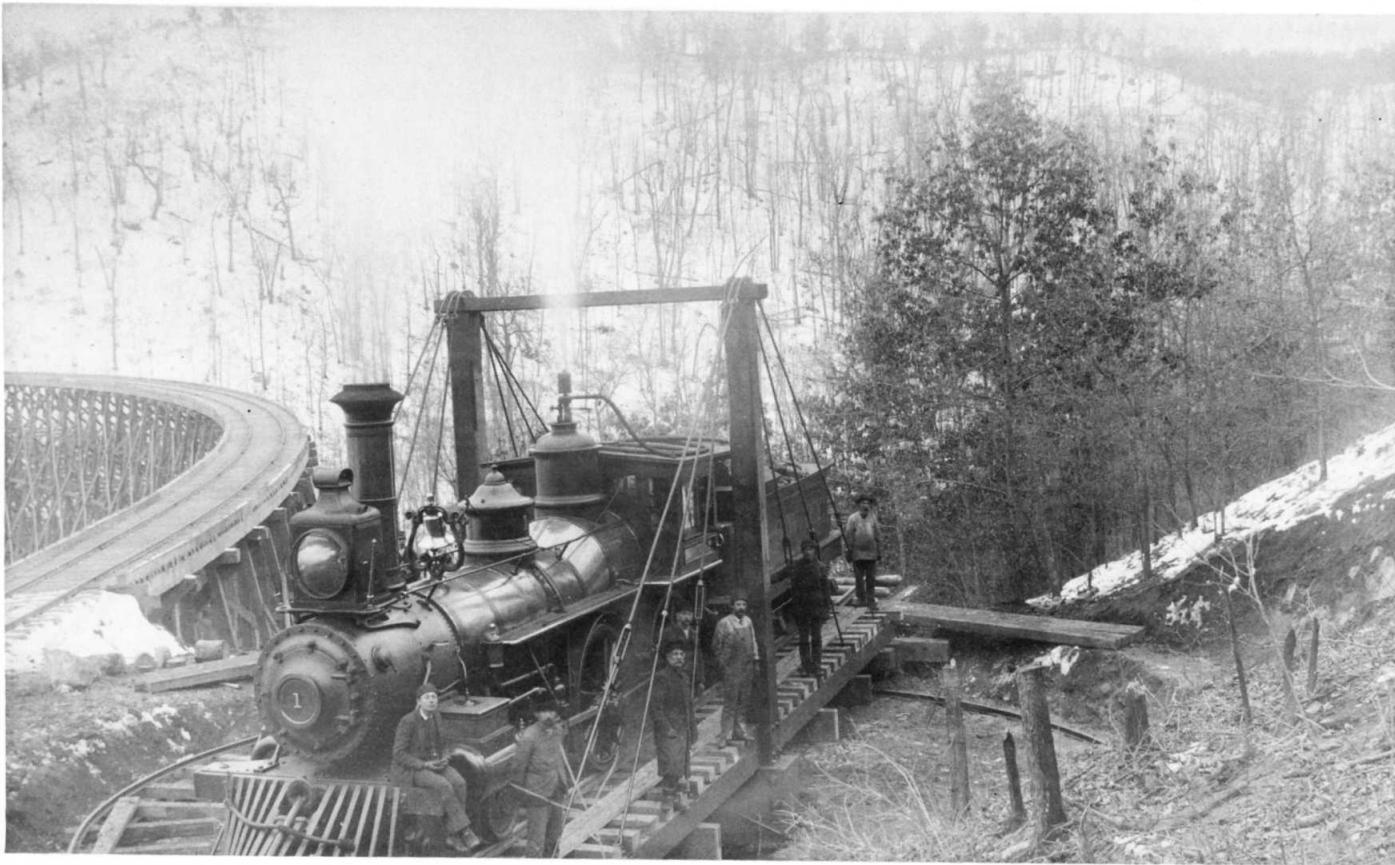
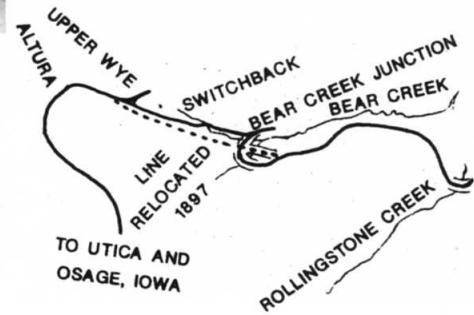


Locomotive No 1 and crew pose for photographer on January 5, 1889, at Bear Creek switchback. Trestle in background was one of two Bear Creek bridges. Turntable was located on right end of trestle.

WINONA & SOUTHWESTERN
ROLLINGSTONE TO ALTURA, MN.

Traffic never lived up to predictions, and the line could not attract through traffic. The W&SW had to compete with the North Western for local traffic in nearly every town between Winona and Rochester, and with the Milwaukee Road south of Rochester at Spring Valley. Not surprisingly, the company declared bankruptcy in 1893.

A new company, the Winona & Western, took steps to save the railroad, first by rebuilding the entire line between Bear Creek and Altura. This section had proven exceedingly expensive due to washouts and accidents resulting in several deaths. A new steel bridge and a higher alignment on the valley wall eliminated the two Bear Creek trestles and the switchback. The second action was to



Not Boreas Pass but a scene twenty miles northwest of Winona, MN, Winona & Southwestern shoehorned this turntable into the hillside in 1888 to avoid running engines backward through switchback.



W&SW train heading uphill has just crossed second of two trestles in horseshoe curve crossing from south to north side of Bear Creek ravine. Location known as Bear Creek Junction was where switchback began at right. Water tank stands on site of the turntable. Chute at far right delivered beer kegs to a tavern at bottom of gully.



W&SW followed south bank of Rollingstone Creek; then reversed direction near Piedmont, MN, on this horseshoe curve into Bear Creek ravine to climb out of Mississippi Valley.

build a branch from the mainline at Simpson to Rochester in order to draw traffic. These improvements did little to change the fact that the W&W still could not attract through traffic. It was clear by 1900 that the W&W would never lay another mile of track, and that it likely would never earn a profit.

Salvation came in the form of a buy-out by the **Chicago Great Western** in 1901. The W&W then made a profit as part of the CGW system for several years, but by World War I management wanted to be rid of it. In 1934, the CGW negotiated a trackage rights agreement to enter Winona over North Western rails from Utica eastward, and the exciting but deadly line between Rollingstone and Altura was pulled up. In 1935, the North Western trackage rights were extended west from Utica to Plank's Crossing, ending several miles of parallel rights of way. By 1943, the track between Winona and Rollingstone was removed.

Portions of the Winona & Southwestern remained active, notably the branch between Utica and Altura until 1962, and the Rochester to Lyle branch until 1979. The Winona & Southwestern was one of



those railroads like the Colorado Midland that was doomed from its beginnings, but it made colorful history.

Two books on the Winona & Southwestern and its successor, the Chicago Great Western, are **THE CORN BELT ROUTE** by H Roger Grant, and **THE CHICAGO GREAT WESTERN IN MINNESOTA** by Bee, Browne and Luecke, (Blue River Publications, 1984.) An excellent historical work on the Granger era is George Miller's book **RAILROADS AND THE GRANGER LAWS**.

In early media event, W&SW's first carload of freight was delivered to J B Rivers' store, Rollingstone, MN in 1888. Signs proclaim shipments of Booth's Oysters, Bill Nye 5 Cent Cigars, something called "Coon Skin," and Fast Mail Chewing Tobacco.



Last of the large trestles south of Bethany, MN, was used until 1962.



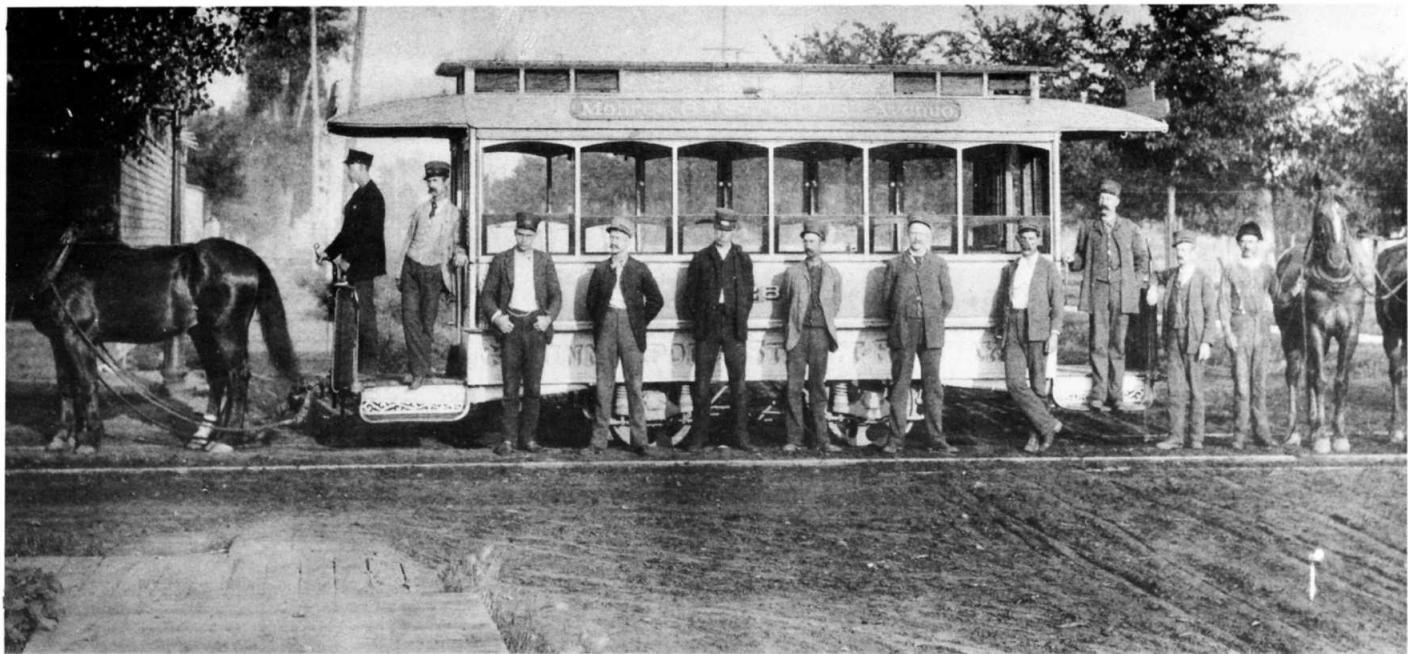
locomotive No 2, the "H H Lamberton." Except for No 1, "Winona," all engines were named for company officers.



All Photos Courtesy of Northstar Chapter, National Railway Historical Society.

About The Rear Cover

It's June, 1888, at Broadway and Monroe Street in northeast Minneapolis. The crew from the Monroe Street carbarn poses with one of the new 16-foot horsecars from J M Jones' Sons Car Company. In two years electricity would replace horsepower, and all 40 of these cars would be motorized. By 1904, all would be retired. Washington County Historical Society Collection.



One of the first horse cars operated in the state of Minnesota. This picture was taken at Broadway and Monroe Streets at Minneapolis, Minnesota, in June, 1888, by Moore & Retzke, photographers. The driver of this car was Mr. Jerry Haggerty, who lived for many years in Stillwater. He started his street car career on February 22, 1888, and worked continuously as a street car man until his death on March 6, 1936. Mr. Haggerty was for many years the superintendent of the Stillwater Division of the Twin City Rapid Transit Company. He was one of our most popular citizens, and was highly respected by all who knew him.

Collected by John Runk, photographer, Stillwater, Minnesota U.S.A.
Historical Collection No.298

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